



Date and Time: Friday, July 14, 2023 9:25:00AM PDT

Job Number: 201355900

Document (1)

1. [*Curbing climate change just got harder*](#)

Client/Matter: -None-

Search Terms: "climate action"

Search Type: Natural Language

Narrowed by:

Content Type
News

Narrowed by
Sources: The Toronto Star; Timeline: Jun 01, 2022 to Dec 31, 2023

Curbing climate change just got harder

The Toronto Star

June 3, 2022 Friday

Copyright 2022 Toronto Star Newspapers Ltd. All Rights Reserved

Section: SPECIAL SECTION1; Pg. GT1-GT3

Length: 678 words

Byline: Emma Teitel Toronto Star Opinion Twitter: @emmaroseteitel

Body

If anyone needs proof that Twitter isn't real life, the result of the 2022 Ontario election is as solid as it gets.

Doug Ford's Conservatives won a decisive majority victory in Ontario Thursday night, despite the fact that on any given day the premier takes a colossal thrashing online at the thumbs of nurses, teachers, infectious disease doctors, high school students, myself - the list goes on.

If you asked Ontarians roughly a year ago - shortly after the premier shuttered playgrounds and then immediately backtracked on that decision - what the 2022 provincial election would look like, they might say: A referendum on Doug Ford's handling of the pandemic.

But, lucky for the premier, nobody seems to want to talk about that old thing anymore. We've got people to see and places to go, and we want to get there on a multibillion dollar highway at the expense of hundreds of acres of protected Greenbelt land. Forget about COVID-19: it's time to focus our energies on forgetting about that other pesky global threat the nerds are always going on about.

In other words, though the election wasn't a referendum on the pandemic, it was in one sense a referendum on a far scarier crisis: climate change. Do we care about it enough to not elect the government that cares about it the least? The answer, unfortunately, is no.

This poses a problem for Toronto, a city with extremely bold goals to tackle climate change. Last month, the city announced the creation of an "Accountability and Management Framework to help shape the implementation of the TransformTO Net Zero *climate action* strategy."

In English, this means the city is working on a long-standing plan to reduce community-wide greenhouse gas emissions in Toronto to net zero by 2040.

In fact, the city is trying to see to it that 30 per cent of registered vehicles in Toronto are electric by the year 2030, and that "75 per cent of school/work trips under 5 km are walked, biked or by transit."

According to a city report on its net zero strategy, "Approximately 36 per cent of emissions (in Toronto) come from transportation, with almost all of this coming from burning gasoline in our personal cars."

"Most (73 per cent) of the transportation emissions come from our personal vehicles (e.g. cars, vans, SUVs and light trucks used by individuals or households). To achieve net zero GHG, we need to reduce vehicular trips as much as possible by mode switching to walking, cycling or transit and then electrify vehicles."

How does the city plan to do all of this? According to its website, with "significant levels of investment and co-ordination with other levels of government."

Curbing climate change just got harder

Now, unless I'm missing something and Ford recently bought a Prius, it seems unlikely that a provincial leader who touts a new highway as a means to reduce congestion (and thus emissions) is going to be the ideal partner in the city's net zero venture.

The notion that a highway built on farmland is somehow good for the environment, because it gives motorists more space on which to drive, is false.

Research suggests that new roads don't actually curb traffic. As Star reporter Ben Spurr put it in a piece on the Ford government's proposed Hwy. 413 last year, decades of research indicate that "highway expansions have limited ability to reduce congestion, because traffic volumes quickly increase to fill up new road space and gridlock returns within a matter of years."

Put another way, it's possible the Ford government could spend billions of dollars to increase gridlock and degrade the environment in one go.

It's not as if (Greens aside) the other contenders for premier had a stated mission - or even an understated one - to seriously grapple with climate change. But at least their stated mission wasn't to help it along.

If we are to make so much as a dent in a dent in the catastrophe that awaits us, we must accept that it demands a profound lifestyle shift - and we must elect leaders who are willing to endorse that shift even if it means risking political capital.

Instead we've elected Doug Ford. Again.

Twitter: @emmaroseteitel

Classification

Language: ENGLISH

Publication-Type: Newspaper

Journal Code: TTA

Subject: EPIDEMICS (90%); PANDEMICS (90%); REFERENDUMS (90%); CLIMATE CHANGE (89%); EMISSIONS (89%); INTERNET SOCIAL NETWORKING (89%); CAMPAIGNS & ELECTIONS (78%); **CLIMATE ACTION** (78%); ELECTIONS (78%); ELECTIONS & POLITICS (78%); GOVERNMENT & PUBLIC ADMINISTRATION (78%); GREENHOUSE GASES (78%); TRANSPORTATION & ENVIRONMENT (78%); INFECTIOUS DISEASE (76%); NURSES & NURSING (76%); PARKS & PLAYGROUNDS (76%); PRIMARY & SECONDARY SCHOOL TEACHERS (76%); COVID CORONAVIRUS (71%); COVID-19 CORONAVIRUS (71%); DISEASES & DISORDERS (71%); HIGH SCHOOLS (71%); STUDENTS & STUDENT LIFE (71%); LAND CONSERVATION (67%); BUSINESS TRAVEL (60%); CYCLING (60%); WALKING & JOGGING (60%)

Company: FORD MOTOR CO (85%)

Ticker: F (NYSE) (85%)

Industry: NAICS336112 LIGHT TRUCK & UTILITY VEHICLE MANUFACTURING (85%); NAICS336111

Curbing climate change just got harder

AUTOMOBILE MANUFACTURING (85%); SIC3711 MOTOR VEHICLES & PASSENGER CAR BODIES (85%); EMISSIONS (89%); INTERNET SOCIAL NETWORKING (89%); MOTOR VEHICLES (89%); TRANSPORTATION & ENVIRONMENT (78%); NURSES & NURSING (76%); PARKS & PLAYGROUNDS (76%); HIGH SCHOOLS (71%); SPORT UTILITY VEHICLES (67%); BUSINESS TRAVEL (60%)

Geographic: TORONTO, ON, CANADA (94%); ONTARIO, CANADA (93%); CANADA (94%)

Load-Date: June 3, 2022

End of Document